

Minutes of the Public Works Committee - July 10, 2003

The meeting was called to order at 8:30 a.m. by Chair Manke who led the committee in the Pledge of Allegiance.

Present: Chair Richard Manke, County Board Supervisors James Behrend, Hank Carlson, Karl Nilson, Rodell Singert, David Swan; **Absent:** Genia Bruce

Staff Present: County Board Chief of Staff Lee Esler, Legislative Policy Advisor Mark Mader, Legis.Associate Sandra Meisenheimer

Also Present: Public Works Director Rich Bolte, Building Projects Mgr. Dennis Cerreta, Sid Samuels (Construction Mgr., Project Mgr., and Vice-President), Dan Mueller (Asst. Project Mgr.) Kevin Higgs (Project Superintendent) of Adolfson & Peterson Construction; Bob Bonesho (Project Architect) and Rick Hombsch (Project Mgr.) of HGA, Sheriff Correctional Captain Meg Schnabl, Bob Johnson (Transit Director) and Andy Johnson (Director of Planning/Administration) of Waukesha Metro, County Executive Chief of Staff Jeff Landin, Budget Specialist Linda Witkowski, Public Works Business Mgr. Betsy Crosswaite, County Board Supervisors Duane Paulson and Duane Stamsta, Chairman Jim Dwyer

Read Correspondence

1. Letter from John Lotzer of Waukesha Flying Services, Inc. to DOA Director Norm Cummings in regard to the fuel farm lease, second jet fuel tank, sewer assessment, underground fuel tanks, public financing of hangar and a security deposit from Waukesha Flying Services.
2. Packet of information regarding nonattainment for ozone air quality standards.

Public Comment

Singert commented on John Lotzer's letter to DOA Director Norm Cummings. Singert indicated that there are significant issues being addressed. He asked if the Public Works Committee has concerns about the letter, and the fact that it is being addressed to Mr. Cummings.

Future Agenda Items

Manke said that there will be a status update of the Communications Center at the next committee meeting.

Approve Minutes of May 29, 2003

Motion: Singert moved, second by Behrend, to approve the minutes of 5/29/03. **Motion carried 6 – 0.**

Verbal Report from Committee Member Attending Airport Commission Meeting

Singert said there was a presentation by Sprint for a cellular antenna at WCTC.

Approve Bids for Justice Facility Phase I (Project #200108)

Bolte, Cerreta, Samuels, Mueller, and Homsnsh were present. Bolte said they were here today to ask the committee to award bids on the Justice Addition. As stated in the newspaper, when the bids were opened two weeks ago on 30 contracts, they were \$2½ million over budget. Two things to be addressed today are how to get the project budget back on track and to ask the committee to award 19 prime contracts for work on the project. They believe they have excellent bids on the 19 contracts, and they want to get the project started. They have a way to address the budget shortfall, they don't want to lose good construction time, and they think moving ahead makes sense. There is little risk to the county in moving ahead with the 19 contracts.

Cerreta distributed copies of his letter dated 7/9/03 in regard to the Justice Expansion Project being over budget and how value engineering will alleviate this problem. Attached to the letter is a summary of the nineteen bid categories that are recommended for approval with the total cost, as well as a revised bid category summary with two changes that Cerreta explained. In regard to Bid Category 7A – Fireproofing, a letter from Frantle Industries was received yesterday advising that they had not received Addendum 2 of the 4 Addendums in the project. At this time their bid is considered “pending” so Corporation Counsel can justify whether their bid can be accepted or declined. The second change is for 16A – Electrical. The company has been changed from Westphal & Co. to Venture Electric. After reviewing the bids several times, an insert was found indicating that they (Westphal) did not include a portion of the work that was requested. Therefore, as concluded by Corporation Counsel, that bid was determined to be non-responsive because it did not include all of the work.

Samuels said the shaded areas on the bid category summary are the areas they want to recognize. These bids came in at budget or they beat the budget. They also need these items in order to keep the project moving forward. The areas that are not shaded are areas in which they feel there is some value that can be eliminated to reduce the overall budget. Their intent is to accumulate a list of value engineering items in the 11 categories to reduce the budget. There are three areas that they will investigate which are the Masonry, Structural Steel, and Security Electronics. They will continue to meet until they are at the point where they have value engineered the project down by \$2.5 million. At that point they will rebid the 11 categories, which will probably take about 6-8 weeks. Cerreta stated that Alternate 5 (Change rubber flooring to VCT flooring), Alternate 7 (Omit epoxy flooring and use sealed concrete), and Alternate 8 (Omit resinous flooring in mechanical rooms) are the only three being recommended and are deducts.

Discussion continued by committee. Singert stated that Alternate No. 2 (Area C, Roof structure upgrade for future use) makes so much sense in the long run by putting it in now that he has to support it. Cerreta said the total number needs to come down and if it does, then we’ll do the roof. If it doesn’t come down enough for Alternate No. 2 to be accepted, then there will have to be another vehicle determined by the Board to do it. Behrend said he would also like to see Alternate No. 2, but right now we should support the process that is going on and let them get the project on budget. Carlson said he agrees with the comments regarding Alternate No. 2 and in hindsight, if he remembers correctly, it was probably the highest priority as far as the alternates.

Swan asked how can he be assured that the project will actually come in at budget? Samuels said they feel after brainstorming at their first value engineering meeting and coming up with the recommendations, they are off to a good start. Currently, there are about \$1.7 million worth of options that they can potentially look at right now. They feel confident that they will get it down and will make every effort to do so. Unfortunately, there are some big categories that did go over budget, but it is their job to continue to work toward coming in at budget. Swan said he understands that it will be close but you can’t promise. Samuels said they are looking at value engineering to reduce the budget by \$2.5 million. Their intent is that within four weeks they will have the solution outlined and ready to go.

Bolte said think of it in three areas: 1) things that will be taken out of the project, 2) things that will be done but will be done differently (different material, different method of construction, etc.), and 3) to encourage bidders to bid to make the climate as competitive as possible when the bids do go out. Additionally, there is the idea of making the plans and the bid documents something that the

bidders understand because any uncertainty on their part will drive the price up. Right now they are asking to award a little under \$18 million on a \$28 million project. Swan said he also supports Singert and Behrend regarding Alternate No. 2.

Singert asked what is the start date for digging the hole? Samuels said if you give us approval today, this afternoon letters of intent will be issued. Within two weeks their intent is to start digging the hole. It will take 6-8 weeks to get the bids out on the street and back so that is a two-month delay. Rather than starting in August, they will start in November which is a 12-week delay.

Behrend asked is there a contingency fund with this project? Samuels said yes, and it is \$3.3 million. Behrend indicated these funds are for surprises that show up. Bolte said contingency funds are for enhancements and not for bid alternates.

Carlson asked what will it cost to rebid? Bolte said it involves the reproduction of documents with changes to the originals, printing sets of plans and specifications, etc. It isn't cheap but it is the cost of doing business.

Esler asked if the \$2.5 million necessary to cut is from the bids awarded today as well as those to be bid later? No, Cerreta said, the cuts will be from the 11 remaining bids. Bid amounts approved today are for the amount approved.

Esler asked regarding the electrical bid at the \$618 difference, what kind of work effort / value team was there to look at the bid documents? Samuels said it does take time to evaluate all the categories. Also, as each bid was being evaluated, there were calls being made to confirm that. Unfortunately, Division 16 was one of the last divisions to be looked at through the process.

Esler asked about value engineering for Security Electronics? The amount separating two of the vendors is \$31,000 from lowest to highest. How do you value engineer without reducing the items? Samuels said one issue was a different style of conduit which reduced the cost by \$300,000. This doesn't affect what happens from one video monitor to the other monitor. It doesn't reduce the number of stations or do anything but lower the cost. These are the kinds of things they are looking for to reduce costs.

Esler asked about the competitiveness of the rebids and the risk involved in not getting as competitive of a bid on the steel and what if none are received? Samuels said the opportunity of a \$2 million steel package will create competitiveness in the bid and also because of the size of the steel package and the erection package. Esler asked will you be value engineering the steel and erection packages? Samuels said they don't lose their competitive advantage but they are looking at different products to save the project money without compromising the quality structure of the project.

Motion: Singert moved, second by Behrend, to award a contract for bid category 2A – Earthwork, to Edgerton Contractors in the amount of \$935,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 2B – Asphalt to Wolf Paving in the amount of \$48,441. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 3A – Concrete to KBS Construction in the amount of \$4,254,000 and to accept Bid Alternate 7 for an increase of \$10,000 for a total contract award of \$4,264,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 6A – Misc. Carpentry to Hartmann Construction in the amount of \$998,700 and to accept Bid Alternate 7 for a deduction of \$49,200 and Bid Alternate 8 for a deduction of \$16,500 for a total contract award of \$933,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 8A – Doors, Frames and Hardware to Block Iron & Supply in the amount of \$210,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 8B – Overhead Doors to Arbon Equipment Corporation in the amount of \$15,653. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 8C – Glass and Glazing to Omni Glass and Glazing in the amount of \$250,800. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 9A – Drywall to Commercial Walls and Ceilings in the amount of \$345,140. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 9D – Flooring to Lippert Tile in the amount of \$258,965 and to accept Bid Alternate 5 for a deduction of \$62,954 for a total contract award of \$196,011. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 11A – Dock Equipment to Arbon Equipment Corporation in the amount of \$16,816. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 11B – Food Service Equipment to Kitchen Wear in the amount of \$171,823. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 11D – Detention Equipment to Norment Security Group in the amount of \$2,195,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 14A – Elevators to Braun Corporation in the amount of \$511,910. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 15A – Plumbing to Butters Fetting in the amount of \$1,550,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 15B – Fire Protection to United States Fire Protection in the amount of \$496,391. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 15C – HVAC to North American Mechanical in the amount of \$2,596,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 15D – Temperature Controls to Johnson Controls in the amount of \$376,000. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 15E – Testing & Balancing to Balance Technologies, Inc. in the amount of \$51,200. **Motion carried 6 – 0.**

Motion: Singert moved, second by Behrend, to award a contract for bid category 16A – Electrical to Venture Electric in the amount of \$2,572,118. **Motion carried 6 – 0.**

Status Report on Public Works Capital Projects

Bolte distributed copies of the status report which he reviewed with the committee. He summarized on-going and completed highway and building projects as the committee asked questions and discussed relevant issues.

Status Update on Waukesha County's Transit Administration Services Provided by Waukesha Metro

Bob Johnson and Andy Johnson of Waukesha Metro were present to give a status update. B.Johnson stated the contract with Curative Transportation Services expired at the end of April 2003. They solicited RFP's and 7 firms took out the package with 2 responses back. They stayed with Curative but made some changes in how the contract is structured. Now there is a flat rate of \$20.75, and consequently there has been a 14% decrease in cost to the county. The new contract is for 3 years with 2 option years and is for the parallel corridor para-transit service that runs into Waukesha and Milwaukee. Esler asked who signed the contract? B.Johnson said the City of Waukesha Mayor Lombardi signs the contracts because according to State law she is the only person in a municipality allowed to do so.

A.Johnson distributed a handout of statistics of all the fixed routes through May 2003. B.Johnson said these are the standards of efficiency and effectiveness that the transit industry and State DOT use to evaluate bus routes. He explained the statistics for revenue/expense ratio, expense/revenue hour, expense/passenger, subsidy/passenger, passengers/trip, and passenger/revenue hour.

A.Johnson explained some of the recommendations they are making for service changes. He referred to Routes 9, 106 and 218, which they are considering to eliminate. The county pays approximately 25% of the total cost of these routes. They are also looking at the Wisconsin Coach Line routes, which are extremely expensive (ranging from \$102 to \$265 per revenue hour). There are trips that can be cut out on the weekends and maybe a couple of mid-day trips. There are actually 2 branches of Route 905, one of which follows the I-94 expressway between Milwaukee and Oconomowoc. The other route follows Highway 16 and goes through the Villages of Pewaukee, Hartland, and Nashotah, etc. into Oconomowoc. They will begin calling that route 904. This will keep the public better informed. It is their hope that some of these service changes will be in effect within the next 30 days.

A.Johnson said the rationale behind the fare increases was the fact that Coach Line routes had not had a fare increase in over 10 years and as a result an inequity had occurred. It is now cheaper to go from the suburbs on an express bus into downtown Milwaukee than it is to ride a city bus from Milwaukee and/or Waukesha the opposite way. B.Johnson did a survey of all similar sized cities with similar systems and found that minimally fares were \$2.25 and as high as \$3.50 per trip. Therefore, a rate of \$2.25 was implemented for Route 901, Routes 904, 905 and 206 were increased

to \$2.75 and para-transit fares went to \$4.50. A.Johnson said the handout he passed out -- Notice of Public Hearing for June 26, 2003 at 6:30 p.m. for Proposed Paratransit Fares for Parallel Corridor Service Operated by Curative Transportation Service effective September 2, 2003, was distributed on the buses and posted at all the main transfer stops. The para-transit provider has also informed their riders. There were only 2 people who attended the public hearing.

Esler asked even with the fare increase, are we contemplating discontinuance of Routes 9 and 106? B.Johnson said yes, parts of them, but those routes will not disappear completely. Esler asked regarding the businesses in those parks, is there any kind of outreach effort? B.Johnson replied it is his understanding that the routes were set up in conjunction with the businesses and actually they contributed at one time.

B.Johnson referred to the Requests for Proposal that they are preparing for county service that is provided by Milwaukee County Transit and Wisconsin Coach Lines. All of the contracts expire at the end of this year. They are writing the RFP now, and it will be ready to go at the end of this week with responses expected back the middle of August. Awards will be made the middle of September.

B.Johnson said one thing they've been trying to do is get the City of Waukesha to be the "Designated Recipient." What this means is for federal grants SEWRPC recognizes the four counties in the urbanized area as designated recipients of urbanized area formula funds for transit purposes. The City of Waukesha is not a designated recipient and therefore has to rely on Waukesha County to pass through funds for its transit system. B.Johnson will pursue this further.

Referring to grant status, B.Johnson said the county in the past has received both federal and state grants for operation of its transit system. They have applied for and received a state operating assistance grant that pays a 60% combined federal/state share of expenses. They've also submitted a federal grant application to the Federal Transit Administration which is done electronically. The grant award has not been received yet but it is expected any day. This will be for capital expenses for both the city and the county transit systems for 2003. It involves about \$890,000 each for the county and the city. They've also submitted grants for CMAQ routes for 2005 and 2006 calendar years. They haven't heard officially if the grants have been approved. There are a lot of different reporting requirements with federal and state grants, but they are up to date on everything. Also, Waukesha Metro has taken over para-transit certifications for the parallel corridor as of July 1, 2003. The amount of the contract is \$9,500 annually.

Behrend asked about any new routes. B.Johnson said they are looking at Menomonee Falls, which is a built-up community that is densely populated, and has a lot of retail concentrated in one area. There is a need and a demand for services. Another possibility is the Medical Complex. They've received requests for some kind of park-n-ride lot from Waukesha County to the Medical Complex in Milwaukee County (Froedtert Hospital; Children's Hospital).

Motion to adjourn: Behrend moved, second by Swan, to adjourn the meeting at 12:06 p.m.
Motion carried 6 – 0.

Respectfully submitted,

Genia C. Bruce
Secretary

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